

CHINA



MAIL.

Established February, 1845.

With which is incorporated The "Hongkong Evening Mail and Shipping List." Published every Evening.

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HONGKONG, WEDNESDAY, JULY 16, 1879.

日七廿月五年卯己

PRICE, \$24 PER ANNUM.

AGENTS FOR THE CHINA MAIL.

LONDON.—F. ALGAR, 8, Clement's Lane, Lombard Street, GEORGE STREET & Co., 30, Cornhill, GORDON & GOSNOLD, Ludgate Circus, E. C. BATES, HENDY & Co., 4, Old Jewry, E. C. SAMUEL DRAGON & Co., 160 & 162, Leadenhall Street.

PARIS AND EUROPE.—LEON DE ROBERT, 19, Rue Monsieur, Paris.

NEW YORK.—ANDREW WIND, 133, Nassau Street.

AUSTRALIA, TASMANIA, AND NEW ZEALAND.—GORDON & GOSNOLD, Melbourne and Sydney.

SAN FRANCISCO and American Ports generally.—BRAY & BLACK, San Francisco.

SINGAPORE AND STRAITS.—SAYE & Co., Square, Singapore. C. HEINZKE & Co., Manila.

CHINA.—Macao, Messrs A. A. DE MELLO & Co., SINGAPORE, CAMPBELL & Co., Amoy, WILSON, NICHOLLS & Co., Foochow, HENDER & Co., Shanghai, LANE, CRAWFORD & Co., and KELLY & WATSON, Yokohama, LANE, CRAWFORD & Co.

BANKS.

HONGKONG & SHANGHAI BANKING CORPORATION.

Paid-up Capital,.....5,000,000 Dollars.
Reserve Fund,.....1,800,000 Dollars.

COURT OF DIRECTORS.
Chairman.—W. H. FORBES, Esq.
Deputy Chairman.—Hon. W. KESWICK.

R. R. BELLION, Esq. WILHELM REINERS, Esq.
H. L. DALRYMPLE, Esq. F. D. SASSOON, Esq.
H. HOFPIUS, Esq. W. S. YOUNG, Esq.
A. McIVER, Esq.

CHIEF MANAGER.
Hongkong,.....THOMAS JACKSON, Esq.
MANAGER.

Shanghai,.....EWEN CAMERON, Esq.
LONDON BANKERS.—London and County Bank.

HONGKONG.
INTEREST ALLOWED.

On Current Deposit Account at the rate of 2 per cent. per annum on the daily balance.

For Fixed Deposits:—
For 3 months, 3 per cent. per annum.
" 6 " 4 per cent. " "
" 12 " 5 per cent. " "

LOCAL BILLS DISCOUNTED.
Credits granted on approved Securities, and every description of Banking and Exchange business transacted.

Drafts, granted on London, and the chief Commercial places in Europe, India, Australia, America, China and Japan.

T. JACKSON, Chief Manager.
Offices of the Corporation,
No. 1, Queen's Road East.
Hongkong, February 15, 1879.

NOTICE.
ORIENTAL BANK CORPORATION.

THE AGENCY OF THIS BANK at Foochow will be CLOSED and WITHDRAWN from 1st July next.

CURRENT DEPOSIT ACCOUNTS and Fixed Deposit Receipts will be PAID there AT ONCE with INTEREST to Date, or transferred to this Branch at the Exchange of the Day at the option of Constituents.

GEO. O. SCOTT, p. Manager.
Oriental Bank Corporation,
Hongkong, May 28, 1879.

COMPTOIR D'ESCOMPTE DE PARIS.
(Incorporated 7th & 18th March, 1848.)

RECOGNISED by the INTERNATIONAL CONVENTION of 30th APRIL, 1862.

CAPITAL FULLY PAID-UP.....£3,200,000.
RESERVE FUND.....£800,000.

HEAD OFFICE.—14, Rue Bergère, PARIS.

AGENCIES and BRANCHES at:
LONDON, BOUBON, SAN FRANCISCO,
MARSEILLES, FOYBAY, HONGKONG,
LYONS, CALCUTTA, HANKOW,
NANTES, SHANGHAI, FOOCHEW.

LONDON BANKERS:
THE BANK OF ENGLAND.
THE UNION BANK OF LONDON.

The Hongkong Agency receives Fixed Deposits on Terms to be ascertained on application, grants Drafts and Credits on all parts of the World, and transacts every description of Banking Exchange Business.

E. G. VOULLEMONTE,
Manager, Shanghai.
Hongkong, May 20, 1879.

Banks.

CHARTERED MERCHANT BANK OF INDIA, LONDON & CHINA.

(Incorporated by Royal Charter.)

THE following Rates of Interest are allowed on FIXED DEPOSITS:—

For 12 months, 5 per cent. per annum.
" 6 " 4 per cent. " "
" 3 " 2 per cent. " "

H. H. NELSON, Manager.
Hongkong, May 31, 1879.

CHARTERED BANK OF INDIA, AUSTRALIA, AND CHINA.

CAPITAL.....£800,000.
RESERVE FUND.....£150,000.

BANKERS.
THE BANK OF ENGLAND.
THE CITY BANK.
THE NATIONAL BANK OF SCOTLAND.

THE BANK'S BRANCH in Hongkong grants Drafts on London and the Chief Commercial places in Europe and the East; buys and receives for collection Bills of Exchange, and conducts all kinds of Banking and Exchange Business.

RATES OF INTEREST ALLOWED ON DEPOSITS.

On Current Accounts, 2 per cent. per annum on the daily balance.

On Fixed Deposits.
For 3 months, 3 per cent. per annum.
" 6 " 4 per cent. " "
" 12 " 5 per cent. " "

Entertainment.
THEATRE ROYAL, CITY HALL, SATURDAY, JULY 19th, 1879.

FIRST APPEARANCE IN HONGKONG of MISS CLARA STANLEY'S OPERA & OPERA-BUFFE COMPANY.

MISS CLARA STANLEY as PRIMA DONNA, whose recent success in Shanghai has been unrivalled—she having appeared in upwards of Forty-five Operas and been acknowledged by the Press and the Public in general to have achieved the greatest success ever known in China—Will give a short Season of Operas of THREE NIGHTS ONLY.

When the following Operas will be produced:
Saturday, July 19th,
Lecocq's Sparkling Comedie Opera
"GIROFLE-GIROFLA"
First time in Hongkong,
MISS CLARA STANLEY, as
"GIROFLE-GIROFLA."

Wednesday, July 23rd,
Bellini's "LA SOMNAMBULA."
First time in Hongkong,
Miss CLARA STANLEY as "AMINA."

Saturday, July 26th,
"GENEVIEVE DE BRABANT,"
First time in Hongkong
Miss CLARA STANLEY as "DEGROGAN,"
(A Baker).

Saturday, July 19th,
"GIROFLE-GIROFLA."

CAST OF CHARACTERS.
Girofle { Twin } MISS CLARA STANLEY
Girofla { Sisters } STANLEY.
Marsaquin.....Miss AGNES DARRÉZ.
Don Bolero d'Al.....

CAVAREZ.....Mr J. ROLLINGS.
Mourzouk.....Mr G. CLARKE.
Pedro.....Mr STUART C. BLAKE.
Paquita.....Mr C. EVERARD.
Aurore.....Miss BERTHA HECTOR.
Cousin.....Mr E. M. BRYCE.
Girofla { Twin } MISS CLARA STANLEY
Girofla { Sisters } STANLEY.
PIRATES, MOORS, GUESTS, &c.

Musical Director.....Mr F. PATELL.

PRICES OF ADMISSION:
Drs Circle or Orchestra
Stalls.....Two Dollars.
Pit.....One Dollar.

SEASON TICKETS (three nights) Dress Circle or Orchestra Stalls, \$5.

Tickets to be had and Seats secured at Messrs KATZ & Co.'s, where a Plan of the Theatre may be seen.

Ladies unaccompanied by Gentlemen cannot be admitted.

JOHN ROLLINGS,
Business Manager.
Hongkong, July 15, 1879.

Intimations.

EX LATE ARRIVALS.

CHILDREN'S BOOKS, Latest Editions.
CAVENDISH ON WHIST.
POLE'S THEORY OF WHIST.
WALKER'S CORRECT CARD.
BALBRIGGAN UNDERSHIRTS (A Novelty).
WIRE RAT TRAPS.
BULL'S EYE LANTERNS.
BATH SPONGES.
WHITE BRO'S PORTLAND CEMENT.

LAWN TENNIS BATS, BALLS and NETS.
LAWN BOWLS, QUITS and OTHER GAMES.
Scotch Home-made JAMS and JELLIES.
PHOTOGRAPHIC ALBUMS.
ICE PITCHERS and PAILS.
AUTOMATON UMBRELLAS.
French BOOTS and SHOES.
English BOOTS and SHOES.

CHRISTY'S BLACK and DRAB HATS.
"YOU DIRTY BOY."
COPE'S GOLDEN CLOUD TOBACCO.
American GOLDEN LEAF TOBACCO.
Well-Seasoned CIGARS.
MEERSCHAUM PIPES and CIGAR TUBES.
POCKET-KNIVES.
QUININE.
CONSTABULARY REVOLVERS.
SPIRIT LEVELS.
New Style CHIT BOOKS.

LANE, CRAWFORD & Co.

Hongkong, June 19, 1879.

WANTED for the SALOON HOME, A STEWARD. Apply to the Under-

signed.
H. G. THOMSETT,
Hon. Secretary.
Hongkong, July 4, 1879.

G. FALCONER & Co.,
WATCH and CHRONOMETER MANUFACTURERS,
AND JEWELLERS.
NAUTICAL INSTRUMENTS, CHARTS AND BOOKS.
48, Queen's Road Central.
Hongkong, June 20, 1879.

NOTICE.
THE Ward Room Officers of H.M.S. Pegasus are not RESPONSIBLE for any DEBTS that may be incurred by ROBERT DODGE, late Ward Room Steward of the Pegasus.

Hongkong, July 14, 1879.

NOTICE.
SUN SHING has REMOVED to No. 62, QUEEN'S ROAD, Opposite the CHARTERED BANK.

Hongkong, June 24, 1879.

HONGKONG, CANTON, AND MACAO STEAMBOAT COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.
THE Twenty-sixth Ordinary Half-yearly MEETING of SHAREHOLDERS in the Company will be held at the OFFICE of the Company, No. 50A, Queen's Road, on TUESDAY, the 29th July instant, at 3 o'clock in the afternoon, for the purpose of receiving a Report of the Directors, together with a Statement of Accounts, declaring a Dividend and electing Directors and Auditors.

By Order of the Board of Directors,
P. A. DA COSTA,
Secretary.
Hongkong, July 12, 1879.

HONGKONG, CANTON, AND MACAO STEAMBOAT COMPANY, LIMITED.

NOTICE.
THE Transfer BOOKS of this Company will be CLOSED from the 16th to the 28th instant, inclusive.

By Order of the Board of Directors,
P. A. DA COSTA,
Secretary.
Hongkong, July 12, 1879.

CHINA TRADERS' INSURANCE COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.
THE Thirtieth Ordinary MEETING of SHAREHOLDERS in the above Company will be held at the LEAD OFFICE, Victoria, Hongkong, on THURSDAY, the 31st instant, at 2.30 o'clock p.m., for the purpose of presenting the Report of the Directors and Statement of Accounts to 30th April last, and of declaring dividends.

The Transfer BOOKS of the Company will be CLOSED from the 17th to the 31st instant, both days inclusive.

By Order,
W. H. RAY,
Secretary.
Hongkong, July 8, 1879.

THE Undersigned have been appointed SOLE AGENTS for Hongkong and China for the Sale of their LEAD by the MACHINERY MAKING SOCIETY.

MEYER & Co.
Hongkong, June 27, 1879.

NOTICE.

AT A MEETING of the CONSULTING COMMITTEE of the HONGKONG FIRE INSURANCE COMPANY and the DIRECTORS of the CHINA FIRE INSURANCE COMPANY held on the 20th instant, the following Resolution was carried unanimously:—

"It is agreed between the Hongkong Fire Insurance Company and the China Fire Insurance Company, that on and after the 1st JULY proximo, a CASH DISCOUNT of 20 PER CENT. be allowed upon all Premiums, whether Contributed by SHAREHOLDERS or not, in lieu of the ANNUAL BONUS hitherto declared after the Closing of each Year's Accounts."

By Order,
For the Hongkong Fire Insurance Co., Limited,
JARDINE, MATHESON & Co.,
General Managers.

For the China Fire Insurance Co., Limited,
JAMES B. COUGHTRIE,
Secretary.

Hongkong, June 26, 1879.

NOTICE.
OFFICE OF THE SHANGHAI STEAM NAVIGATION COMPANY, IN LIQUIDATION.

A NINTH RETURN OF CAPITAL at the Rate of TWO TAELS per SHARE, will be made to Shareholders of Record on the 9th July, Payable at the Office of the Liquidators, on WEDNESDAY, the 16th July.

Warrants will then be delivered by the Undersigned to Shareholders, or their lawful representatives, on presentation of Share Certificates for Endorsement.

The Transfer BOOKS of the Company will be CLOSED from the 9th to the 16th July, inclusive.

By Order,
RUSSELL & Co.,
Liquidators.

Shanghai, July 1, 1879.

NOTICES OF FIRMS.

NOTICE.
PACIFIC MAIL STEAMSHIP Co.

THE Authority to Sign Bills of Lading by this Company's STEAMERS, granted to Mr. J. J. HOWARD, is hereby revoked, and Mr. C. L. GORHAM is authorized to Sign until further notice.

RUSSELL & Co., Agents.
Hongkong, July 10, 1879.

NOTICE.
THE Undersigned has established himself at the Premises formerly occupied by LAMBERT, ATKINSON & Co., Reddar's Wharf, as

AUCTIONEER, APPRAISER AND COMMISSION AGENT.

A1 GOODS intended for SALE will be fully covered by FIRE INSURANCE.

G. R. LAMBERT.
Hongkong, July 1, 1879.

NOTICE.
FROM the 1st JULY, 1879, our Business in Hongkong will be CONDUCTED under the Firm or Style of NORONHA & Co., and at Shanghai under that of NORONHA & SONS.

Mr. A. J. NORONHA is authorized to Sign our Firm in Hongkong per Proposition.

NORONHA & SONS.
Hongkong, July 4, 1879.

Shipping.

Steamers.

FOR SINGAPORE, PENANG AND CALOUTTA.
The Steamship
"VENICE,"
P. RHODE, Commander, will be despatched for the above Ports on THURSDAY, the 17th inst., at 3 o'clock p.m.

For Freight or Passage, apply to JARDINE, MATHESON & Co.
Hongkong, July 10, 1879.

FOR SINGAPORE, PENANG AND CALOUTTA.
The Steamship
"JAPAN,"
Capt. GARDNER, will be despatched for the above Ports on THURSDAY, the 17th inst., at 3 o'clock p.m.

For Freight or Passage, apply to DAVID SASSOON, SONS & Co., Agents.
Hongkong, July 10, 1879.

FOR SWATOW, AMOY & FOOCHEW.
The Steamship
"NAMOA,"
Capt. WESTON, will be despatched for the above Ports on FRIDAY, the 18th inst., at 10 a.m.

For Freight or Passage, apply to DOUGLAS LAPRAIK & Co.
Hongkong, July 15, 1879.

AUSTRALASIAN STEAM NAVIGATION COMPANY.

FOR PORT DARWIN, COOKTOWN, SYDNEY & MELBOURNE.

Taking Cargo and Passengers for all Australasian and New Zealand Ports, TASMANIA, NEW CALEDONIA & FIJI.

The Company's Steamship "OCEAN," will leave as above on SATURDAY, the 19th inst., at Noon, instead of as previously notified.

For Freight or Passage, apply to GEO. R. STEVENS & Co., Agents.
Hongkong, July 15, 1879.

FOR LONDON VIA SUEZ CANAL.
The Steamship
"MONARCH,"
Capt. STOCKDALE, due from FOOCHEW about the 25th inst., will receive immediate despatch as above.

For Freight or Passage, apply to MELOHERS & Co., Agents.
Hongkong, July 11, 1879.

NOTICE.
COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOT POSTE FRANCAIS.

The Company's Steamship "VOLGA," Commandant GUIBARD, will be despatched for YOKOHAMA shortly after the arrival of the next French Mail from Europe.

G. DE CHAMPEAUX, Agent.
Hongkong, July 15, 1879.

NOTICE.
COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOT POSTE FRANCAIS.

The Company's Steamship "ANADYR," Commandant....., will be despatched for SHANGHAI shortly after her arrival from Europe.

G. DE CHAMPEAUX, Agent.
Hongkong, July 15, 1879.

NOTICE.
COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOT POSTE FRANCAIS.

The Company's Steamship "ANADYR," Commandant....., will be despatched for SHANGHAI shortly after her arrival from Europe.

G. DE CHAMPEAUX, Agent.
Hongkong, July 15, 1879.

FOR LONDON VIA SUEZ CANAL.
The Steamship
"GLENIFFER,"
Capt. GRAHAM, will be despatched as above on or about the 20th instant.

For Freight or Passage, apply to JARDINE, MATHESON & Co.
Hongkong, July 12, 1879.

Sailing Vessels.

FOR SAN FRANCISCO.
The A1 British Bark
"COLWYN,"
BULMAN, Master, will load here for the above Port, and will be despatched on the 22nd July.

For Freight or Passage, apply to VOGEL & Co.
Hongkong, July 15, 1879.

FOR SYDNEY AND MELBOURNE.
The A1 British Bark
"ORANGE GROVE,"
Capt. LOKESMITH, shortly due, will load here for the above Ports, and will have quick despatch.

For Freight, apply to RUSSELL & Co.
Hongkong, July 15, 1879.

Shipping.

Sailing Vessels.

FOR HAMBURG.
The 3/3 L.I.I. German Bark
"HELENE,"
VOLGUARDSEN, Master.
For Freight, apply to VOGEL & Co.
Hongkong, June 25, 1879.

FOR LONDON.
The A1 British Bark
"GAUNTLET,"
LUCAS, Master.
For Freight, apply to VOGEL & Co.
Hongkong, June 6, 1879.

FOR NEW YORK.
The A1 American Bark
"CHASCA,"
Captain VASBURN, will load here, and will have quick despatch for the above Port.

For Freight, apply to RUSSELL & Co.
Hongkong, July 4, 1879.

FOR SAN FRANCISCO.
The A1 American Ship
"SOUTH AMERICAN,"
Captain KNOWLES, will load here for the above Port, and will have quick despatch.

For Freight, apply to RUSSELL & Co.
Hongkong, June 13, 1879.

FOR NEW YORK.
The 3/3 L.I.I. American Ship
"MONTE ROSA,"
C. O. CARTER, Master.
For Freight, apply to VOGEL & Co.
Hongkong, July 3, 1879.

For Sale.

KELLY & WALSH,
QUEEN'S ROAD,
(Next door to the Exchange),
ARE now showing a LARGE VARIETY of New LADIES' NOTE PAPERS & ENVELOPES.

New SHEET MUSIC.
BOOSEY'S CABINETS.
MASON & HAMLIN'S ORGANS.
PHOTOGRAPHIC ALBUMS.
SCRAP BOOKS.
INKSTANDS.
LEATHER BLOTTER BOOKS.
New STOVE ORNAMENTS.
MENU CARDS.
PLAYING CARDS. BEZIQUE.
LETTER CASES. CARD CASES.
PHOTOGRAPH FRAMES.
POCKET SLATES.
WINNOR & NEWTON'S DRAWING MATERIALS.
New CHILDREN'S TOY BOOKS.
Their Celebrated TOBACCOES, CIGARS and CIGARETTES.

Hongkong, July 7, 1879.

FOR SALE.

JULES MUMM & Co.'s CHAMPAGNE, in Quarts and Pints.
GIBB, LIVINGSTON & Co.
Hongkong, May 26, 1879.

FOR SALE.

(To close a Consignment.)
A Few Cases RUINART'S well-known CHAMPAGNE, at \$10 per Case of.....1 dozen Quarts, \$11 per Case of.....2 " Pints.

LANE, CRAWFORD & Co.
Hongkong, June 17, 1879.

Auctions.

PUBLIC AUCTION.

TO BE SOLD BY PUBLIC AUCTION, shortly, on a day to be hereafter named, unless previously disposed of by private contract,—

THE HONGKONG DISTILLERY, Situate at East Point, Hongkong, now in Complete Working Order, and Capable of Distilling upwards of 2,000 Gallons daily. The Property is of a most valuable nature, comprising THREE PIECES of GROUND close to the water, viz.—Inland Lots Nos. 749, 751 and 752, with the Substantially Built DWELLING HOUSE and BUSINESS PREMISES, erected specially for the purpose only a few years since, together with the MACHINERY, ENGINES, STILL, VAPOR, STOCK, and TRADE FURNITURE and FITTINGS.

For further Particulars, apply to Messrs SHARP, TOLLER, and JOHNSON,
Solicitors, Supreme Court House, Hongkong.

Hongkong, March 5, 1879.

NOTICES TO CONSIGNEES.

FROM SAN FRANCISCO AND YOKOHAMA.

THE Steamship *China*, Captain LACHLAN, having arrived from the above Ports, Consignees of Cargo are hereby requested to send in their Bills of Lading to the Undersigned for countersignature, and to take immediate delivery of their Goods.

Cargo impeding her discharge will be at once landed and stored at Consignees' risk and expense.

RUSSELL & Co.,
Agents.

Hongkong, July 10, 1879.

COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE TO CONSIGNEES.

CONSIGNEES of the following Cargo are requested to send in their Bills of Lading to the Undersigned for countersignature, and take immediate delivery. This Cargo has been landed and stored at their risk and expense.

No Fire Insurance has been effected.

Ex Yangtze.

AME (in diamond) Nos. 16/17, Or., 20 cases
T J..... Flannel, from London.

Ex Djennah.

T J L 37 pgs. Nuts, from Singapore.

Ex Amoy.

M B (in diamond) 18/16, Lieut. Marcus L. Bridger, 4 cases Whisky, from London.

S C Ghee Soon Tye, 203 bales Cotton, from Singapore.

G. DE CHAMPEAUX,
Agent.

Hongkong, July 14, 1879.

Intimations.

NOTICE.

VICTORIA DISPENSARY.

THE Undersigned begs to inform his Friends and the Public generally that he has engaged the Services of a THOROUGHLY QUALIFIED EUROPEAN ASSISTANT, who will attend solely to the DISPENSING DEPARTMENT, hoping thereby to merit in a greater degree their Confidence and Patronage.

WM. CRUCKSHANK.

Hongkong, June 28, 1879.

NOTIFICATION.

NOTICE is hereby given that a Section, about 64 miles, of the Company's GUTZLAF NAGAKI CAHLE has been RE-LAID from the South to the North of the PARKER, SADDLES and BARRON ISLANDS, in a curve from GUTZLAF to the NORTH SADDLE, running along ELLIOT, CHERRY and SIDE SADDLE, about 3 miles distant, and from the NORTH SADDLES LIGHT, bearing South, 1 mile distant, in an E. by S. direction about 31 miles, passing the BARRON ISLANDS until these bear W. 3 N. distance 6 miles, when the Cable is again applied into the old Line running in a straight line about E. N. E. till midway between PALKA ROCK and MACHOMA (Asse's Ear) on the coast of Japan.

GEORGE J. HELLAND,
General Agent.

GREAT NORTHERN TELEGRAPH COMPANY,
HEAD OFFICE,
Shanghai, June 20, 1879.

TAKASIMA MINE.

NOTICE.

MR. NAKAHARA KUNINOZUKE has been appointed my Sole AGENT for the sale of all COAL produced from the TAKASIMA MINES, and all Purchases of such Coal must be made through him and his representatives on and after the 16th Instant.

GOTO SHOJIRO.

Nagasaki, June 13, 1879.

ON and After the 16th Instant, my Representatives for the SALE of all COAL produced from the Takasima Mines will be

At Nagasaki,

MR. RYLE HOLME.

At China Ports,

Hongkong and Elsewhere,
Messrs JARDINE, MATHESON & Co.,
Or their Agents.

NAKAHARA KUNINOZUKE,
Nagasaki, June 13, 1879.

NOTICE.

HONGKONG COMMERCIAL EXCHANGE.

THE EXCHANGE ROOMS in MARINE BAY, Queen's Road Central, are Open Daily for the use of MEMBERS from 9 a.m. to 6 p.m.

Special Days—TUESDAYS and FRIDAYS, from 12 to 12.30 and 4 to 4.30 p.m.

Applications for admission as Members to be addressed to

E. GEORGE,

Secretary.

Hongkong, June 18, 1879.

DENTAL NOTICE.

DR. ROGERS will visit SHANGHAI during the Summer Months, leaving Hongkong on the 1st of April next, and returning about 1st November.

Hongkong, February 10, 1879.

SAILORS' HOME.

ANY Out-of-Clothing, Books, or PAPERS will be thankfully received at the Sailors' Home, West Point, Hongkong, July 25, 1879.

Intimations.

HONGKONG HUMANE SOCIETY.

VOLUNTEERS are earnestly requested to ENROLL themselves on the LIST of the above named Society, as the TYHOON SEASON is at hand, and more Working Members are necessary.

Kindly send Name and Address to the HONORARY SECRETARY,
Blue Serge Shirt, Helmet, and Life Belt supplied Free of Charge.

P. H. EMANUEL,

Hon. Secretary, Daily Press Office,
Hongkong, July 2, 1879.

YANGTZE INSURANCE ASSOCIATION.

NOTICE.

IN accordance with the Articles of Agreement, the Directors have declared a DIVIDEND to POLICYHOLDERS for the FIFTEEN MONTHS ending 31st December 1878, of THIRTY-THREE PER CENT. on the NET PREMIA CONTRIBUTED, payable at our OFFICE on and after the 15th Instant.

POLICYHOLDERS are requested to send in particulars of their Contributions.

By Order of the Directors,

RUSSELL & Co.,
Agents.

Hongkong, May 6, 1879.

NOTICE.

FROM the 1st of OCTOBER, DR. EASTLAKE will receive his PATIENTS at his new DENTAL ROOMS, No. 50, QUEEN'S ROAD CENTRAL, over the MEDICAL HALL.

Hongkong, September 23, 1878.

Not Responsible for Debts.

Neither the Captain, the Agents, nor Owners will be Responsible for any Debts contracted by the Officers or Crew of the following Vessels, during their stay in Hongkong Harbour:—

CELIA, British 3-m. schooner, Captain Drew.—Douglas, Leprank & Co.

MONTANA, German schooner, Captain Schmeiders.—Stemmen & Co.

SCOTLAND, British steamer, Capt. Wm. Atkinson.—Russell & Co.

ALICE C. DICKERMAN, American 8-m. schooner, Capt. Wm. J. Bryant.—Order.

BREITHOVEN, German barque, Captain R. Heja.—Melchers & Co.

Hongkong, July 16, 1879.

To-day's Advertisements.

FOR SHANGHAI.

The Steamship "GLENLYON," Captain WALLACE, shortly expected from Singapore, will have quick despatch for the above Port.

For Freight or Passage, apply to
JARDINE, MATHESON & Co.

Hongkong, July 16, 1879.

FOR LONDON VIA SUEZ CANAL.

(To follow the "Gleniffer.")

The Steamship "GLENLYON," Captain QUARTLY, shortly expected, will have quick despatch as above.

For Freight or Passage, apply to
JARDINE, MATHESON & Co.

Hongkong, July 16, 1879.

FOR HONOLULU.

The A 1 American Bark "ALICE C. DICKERMAN," Captain W. L. BRYANT, will load here for the above Port, and will have quick despatch.

For Freight, apply to

RUSSELL & Co.

Hongkong, July 16, 1879.

FOR SAN FRANCISCO.

The A 1 American Ship "VIGILANT," Captain ROSS, will load here for the above Port, and will have quick despatch.

For Freight, apply to

RUSSELL & Co.

Hongkong, July 16, 1879.

SHIPPING.

ARRIVALS.

July 16, *Craiglands*, British steamer, 700, Wm. Smith, Singapore July 9, General.—BORNEO Co., Limited.

July 16, *Hector*, British steamer, 1589, C. Butler, Liverpool May 29, via ports of call, and Singapore July 10, General.—BUTTERFIELD & SWIRE.

July 16, *Bentley*, British steamer, 1000, James Ross, Singapore July 8, General.—GIBB, LIVINGSTON & Co.

July 16, 8.30 p.m., *Hwai Yuen*, Chinese steamer, 984, O. Wilson, Shanghai July 11, 3 a.m., and Swatow 15, 6 p.m., General.—C. M. S. N. Co.

July 16, *Olympia*, German steamer, 785, Nagel, Yokohama July 10, General.—LANDESTEIN & Co.

DEPARTURES.

July 16, G. C. *Trifant*, for San Francisco.

16, *Charlton*, for Yokohama.

CLEARED.

Irene, for New York.

Olava Babayan, for Newchwang.

Ralph M. Hayward, for Guam.

Harmonius, for Chetoo.

Maryanna, for Newchwang.

Maryanna, for Bangkok.

Maryanna, for Hongkong.

PASSENGERS.

ARRIVED.

Per *Hector*, from Liverpool, &c., Messrs F. De Noris, E. Sequeira, James Oger, W. Edwards, J. Guest, and Ruelard, and 345 Chinese.

Per *Bentley*, from Singapore, Mr K. O. Thomas, Mr and Mrs J. McGrath, Mr G. A. Hodge, Mr and Mrs Wells, Lt. Ant. Cand. de Silva, and 82 Chinese.

Per *Hwai Yuen*, from Shanghai via Swatow, Mrs Deegan, Mr Chang, and 171 Chinese.

Per *Craiglands*, from Singapore, 23 Chinese.

Per *Olympia*, from Yokohama, 2 Cabin, and 4 Chinese.

SHIPPING REPORTS.

The British steamer *Craiglands* reports: Light winds and fine weather throughout the passage.

The British steamer *Bentley* reports: Very fine weather and smooth sea. No current.

The Chinese steamer *Hwai Yuen* reports: Left Shanghai July 11th at 3 a.m. Arrived at Swatow 14th at 8 a.m. Left Swatow on 15th at 6 p.m. Arrived in Hongkong on the 16th at 3.30 p.m. Light S.W. winds and fine clear weather throughout.

CARGO.

Per S. S. *Antenor*, Hongkong to London, sailed 14th July, 1879.—25,888 lbs. Congon, 38,472 lbs. Sc. Capor, and 4,410 lbs. Soda—total 68,770 lbs., 384 bales Waste Silk, 56 pgs. Silk Piece Goods, and 562 pgs. Sundries; for New York, 55 pgs. Chinaware.

POST OFFICE NOTICES.

MAILS will close:—

For STRAITS SETTLEMENTS, AND CALCUTTA.

For Venice and Japan, at 2.30 p.m., on Thursday, the 17th inst.

For SWATOW, AMOY, & FOOSHOW.—Per *Namoa*, at 9.30 a.m., on Friday, the 18th inst.

For SAIGON.—Per *Norden*, at 4.30 p.m., on Friday, the 18th inst.

For PORT DARWIN, COOKTOWN, SYDNEY, MELBOURNE, &c.—Per *Ocean*, at 11.30 a.m., on Saturday, the 19th inst., instead of as previously notified.

MAILS BY THE UNITED STATES PACKET.

The United States Mail Packet *China* will be despatched on THURSDAY, the 17th inst., with Mails for Japan, San Francisco, the United States, Canada, Honolulu, Peru, &c. which will be closed as follows:—

2.15 p.m. Registry closes.

2.30 p.m. Post-Office closes, but Letters (except for Non-Union Countries) may be posted on board the Packet with Late Fee of 18 cents extra Postage until the time of departure.

Correspondence for Non-Union West Indies (except the Bahamas and Hayti), Monte Video, Paraguay, and Uruguay cannot be sent by this route.

Hongkong, July 7, 1879.

MAILS BY THE FRENCH PACKET.

The French Contract Packet *Djennah*, will be despatched on TUESDAY, the 22nd instant, with Mails to and through the United Kingdom and Europe, via Naples; to Saigon, Straits Settlements, Batavia, Borneo, Ceylon, Pondicherry, Madras, Calcutta, Bombay, Aden, Suva, and Alexandria.

The usual hours will be observed in closing the Mails, &c.

HOURS OF CLOSING.

THE CONTRACT MAILS.

The following hours are observed in closing Mails, &c., by both the British and French Contract Packets:—

Day before departure.

5 p.m.—Money Order Office closes; Post Office closes except the Night Box, which remains open all night.

Day of departure.

7 a.m.—Post Office opens.

10 a.m.—Registry of Letters ceases.

Posting of all printed matter and patterns ceases.

11 a.m.—Mails closed, except for Late Letters.

11.10 a.m.—Letters may be posted with Late Fee of 18 cents until

1.30 a.m.—when the Post Office Closes entirely.

11.40 a.m.—Late Letters may be posted on board the packet with Late Fee of 18 cents until time of departure.

MEMOS. FOR TO-MORROW.

Shipping.

8 p.m.—American Mail leaves for Yokohama and San Francisco.

3 p.m.—Venice and Japan leave for Singapore, &c.

Miscellaneous.

Transfer Books of the China Traders' Insurance Co., Limited, closed from this date to 31st Instant, inclusive.

General Memoranda.

FRIDAY, July 13.—

10 a.m.—*Namoa* leaves for Coast Ports.

SATURDAY, July 14.—

Noon.—*Ocean* leaves for Port Darwin, Cooktown, &c.

9 p.m.—Operative Performance.

TUESDAY, July 22.—

Colewyn leaves for San Francisco.

Noon.—French Mail leaves for Ports of Call and Europe.

TUESDAY, July 23.—

8 p.m.—Meeting of Shareholders of the H. C. & M. Steamboat Co., Limited, at No. 50, Queen's Road.

THURSDAY, July 31.—

2.30 p.m.—Meeting of Shareholders of the China Traders' Insurance Co., Ltd., at the Head Office, Hongkong.

FRIDAY, August 1.—

3 p.m.—Occidental & Oriental S. S. Co.'s Steamer leaves for Yokohama and San Francisco.

THE

HONGKONG DISPENSARY.

Established A.D. 1841.

香港大藥房

A. S. WATSON & Co.,

FAMILY & DISPENSING CHEMISTS,
WHOLESALE AND RETAIL DRUGGISTS,
IMPORTERS

OF
DRUGGISTS' Sundries, NURSERY REQUISITES, TOILET REQUISITES, ENGLISH, AMERICAN, AND FRENCH PATENT MEDICINES.

MANUFACTURERS OF
Soda Water, Lemonade, Tonic Water, Gingerade, Potass Water, Sarsaparilla Water, and other Aerated Waters.

The Manufactory is under direct and continuous European Supervision.

Hongkong, June 1, 1876.

No. 6.—Vol. VII.

—OF THE—

CHINA REVIEW

WILL BE READY IN A FEW DAYS.

The publication of this issue commenced at 7.30 p.m.

THE CHINA MAIL.

HONGKONG, WEDNESDAY, JULY 16, 1879.

In the last volume of Medical Reports, issued from the Inspector General of Customs' Statistical Department, we have reports for the half year ending 31st March on Chefoo and Shanghai, for the year ending same date for Ningpo, Newchwang, and Tientsin, and for the two years then ended for Kiukiang. Dr Jardine reports from the last-named port that during the year ended March 1878 the health of the foreign community was exceptionally good, while during the succeeding twelve months an unusual amount of sickness prevailed amongst the foreign residents, for which he is unable to account. From Ningpo Dr J. H. Mackenzie informs us that "the health of foreigners in Ningpo during the past year compares favourably with previous years, but among natives the death rate was larger than usual owing to an epidemic of cholera." This epidemic and an outbreak of cattle disease were contemporaneous, but what connection if any existed between them remains, he says, to be seen. Dr. James Watson sends a long and interesting report from Newchwang, for the year ending last March. It is satisfactory to learn that there, in neither the summer nor the winter months was there much sickness either among the foreign residents or the Chinese. The natives enjoyed a prosperous business year, and the mass of the people found constant employment, and were thus able to supply all their simple wants. In spite of this prosperous condition, however, a large number of Chinese female children have been allowed to die in the streets neighbouring to the settlement, and for some reason which the doctor has not discovered a great many women have recently committed suicide by means of opium. He remarks that during summer simple diarrhoea was common amongst the foreign residents; this is accounted for by the fact that almost all the drinking water is obtained from surface ponds, and that it is too frequently used without being boiled and filtered. Good water is to be found at springs a few miles out in the country; but the native servants will persist in taking water from these filthy surface ponds and solemnly swearing to their masters that it has been brought from the spring. Dr Watson calls attention, as he has done on a previous occasion, to the prevalence of tapeworm among Chinese and its occasional occurrence among foreigners, for which also the unsatisfactory character of the drinking water is in a great measure responsible. He draws attention to what is in all likelihood, another source of this dangerous and disgusting infestation. While the beef and mutton provided for the foreign settlement are usually above suspicion, the pork which enters into the dietary of all Chinese is not so satisfactory. "Here," he says, "as elsewhere the pig is the general scavenger, and in this character eats and drinks every conceivable abomination." Thus what is one of the filiest of all animals, the "filthy scavenger pig," becomes here surrounded with distrust and disagreeable associations of the deepest dye. Europeans are wise and sensible enough, and have a sufficient sense of clean feeding, to keep them from indulgence in anything of the pork kind; he puts it down that the Chinese only have this cause of the dread tapeworm at work among them. Dr Watson points out what he claims is somewhat remarkable,—that in a climate such as Newchwang enjoys, where they have in the summer for two months very hot weather, and in the winter five months of great cold, and in both seasons sudden changes of temperature, neuralgia should comparatively speaking be rare. This immunity, he says, is partly explained by the dryness of the air and by the fact that foreigners who venture to settle so far north are as a rule of robust constitutions. Last winter was, however, exceptionally wet and windy; and for many weeks the ground was covered with snow. To this he attributes the occurrence of a considerable number of cases of neuralgia. The majority were associated with decayed teeth, the most frequent exciting cause of facial neuralgia; none were very severe. Dr Britton's report (Chefoo) is chiefly confined to what professionally must be very valuable reports, but which to the general public are not details of absorbing interest, of cases of severe frost bite. The winter of 1878-1879 will long be remembered in Chefoo, he remarks, as being accompanied by frequent violent storms, and attended by a number of disasters to ships both in harbour and along the coast line. No fewer than five total shipwrecks took place on the Chefoo side of Shantung Promontory, but in only one instance was there any loss of life. In this, the crew, consisting of six Japanese and five Europeans, were exposed during a whole night on a deserted beach, without shelter of any kind, to a piercing north-east wind, and a temperature of about 5° F. One of the Japanese fell into a fatal sleep, and the survivors were severely frost-bitten. It is in connection with the treatment of these men that his observations arise; the Captain and two Japanese seamen died after amputations had been made; the others made good recoveries, after having had some portions of their feet or hands removed. The report concerning Shanghai by Dr Alexander Jamieson is very important; and from it we give two or three extracts elsewhere, while we have marked others for quotation. The chief interest attaching to the medical history of last year so far as Shanghai is concerned, centres itself on the visitation of cholera during summer and autumn, and which, though brief and slight as cholera epidemics go, yet assisted materially in swelling the death-rate. Dr Jamieson says: "It now appears certain that we must count upon the annual occurrence of cholera of some sort until such time as we are lucky enough to discover its source, and arrest it there." He discusses, at considerable length, with admirable moderation and modesty, the much-vexed question of the pathology of cholera, on which, many many years ago, learned disputations were held by two eminent brethren of his own profession, from Scotland, one strenuously maintaining that the source lay in "wurrums," and the other resolutely holding that it was "jarrums." A few remarkable cases are given in which the lives of women and children have been lost through the blundering of Chinese midwives. In India there are, in most hospitals, regular training classes for native midwives, and the system is found to spread an amount of knowledge of this branch of practice which cannot but do great good. Dr Irwin, Tientsin, is the only one who has a sad tale to tell. In April, May, and June last, residents, both native and foreign, in Tientsin suffered severely. An epidemic of typhus fever affected both classes; small-pox was also present, and a number of lung affections came under treatment. The latter were due to the sudden changes of temperature at this season, with the frequent dust-storms filling the air with irritating particles, and rendering all those whose occupations involve exposure particularly liable to attack. The causes of the outbreak of typhus are not hard to find, in fact everything pointed to its certain appearance. He writes:—

We had a famine-stricken population of refugees from the adjacent provinces filling the city and neighbouring villages. The physical condition of the refugees was the worst possible. They had suffered for months from scarcity of food, from the bad quality of what they did obtain, from insufficient clothing, over-crowding, dirt, along with a rigorous winter, all together producing intense mental depression, and acting as exciting causes, as soon as they were exposed to the typhus contagion. The poor were quickly struck down, and the mortality from starvation and fever combined must have been enormous. It is believed by the Chinese, that of the 80,000 people that received shelter during the winter of 1877-78, barely 10,000 were alive at the end of May. The streets were filled with the sick and

ular to the members and seatholders of Union Church accepting their invitation to assume the pastorate of the Church for twelve months." This is incorrect, as might have been divined. Dr Chalmers on Saturday last accepted the invitation to become pastor of Union Church, and the acceptance was conveyed in a letter to the Hon. Secretary, to the good tidings of which we gave publicity the same evening. That letter was printed by the Hon. Secretary, and was yesterday circulated to the gentlemen who had signed the invitation,—the worthy Doctor having, of course, nothing whatever to do with the letter after he had sent it to its destination. It was printed merely as a matter of convenience. We may add that a telegram has been forwarded to the London Missionary Society, asking that the harmonious arrangement as to the pastorate may be sanctioned.

From the report made by Dr Dods in 1871, when acting Colonial Surgeon, it may be observed that he attributes the difference in the rate of mortality to the temperature, more than to the amount of the rainfall during the year. That is, he means that, in years when the heat is most tempered by showers spread over the summer months, the mortality reaches its lowest point. The total rainfall is not, in his opinion, the test, so much as the number of days on which the "gentle rain" cools the atmosphere. Doubtless Dr Ayres and Dr Dods would nearly agree in their theories on this subject of the influence exerted by the rainfall, though they reach their conclusions by a different road. It is, however, a heavy rainfall were recorded during the first five months in the year, and the summer months were unusually dry and sultry, then the death-rate would probably illustrate Dr Dods' mode of looking at the matter. Singapore, they say, is blessed with a refreshing shower nearly every day. Residents of Hongkong have little to complain of in this respect this season, so far.

We hear that instructions have been telegraphed to Saghalien to prepare for the reception of 10,000 exiles from Russia. Negotiations are in progress for separating the island from the administration of Siberia, and placing it wholly under the authority of the Third Department at St. Petersburg. The actual number of exiles on Saghalien is 1432, of which 1384 are settled round about the military station of Doue and 48 at Korakovsky. It is proposed to employ all the Nihilists in the coal mines of Saghalien, and to raise the output of fuel from its present point—6000 tons a year—to a quantity sufficient to enable Russia to dispense with coal from Australia for her Pacific Fleet.—*Examiner.*

The latest distinguished English visitor to Japan that has aroused the spleen of the *Gazette* is Mr John Pope Hennessy. That high but unfortunate British official has been so pelted and battered with criticism in Hongkong during the last three years that it might be reasonably desired that our Yokohama contemporaries would allow him to enjoy his six or seven weeks' *congé* in Japan in peace and undisturbed happiness. It has been generally admitted that in private life Mr Hennessy is a genial and kindly individual, and as he is not visiting Japan in an official capacity, the *Gazette* has scarcely exhibited good taste, to say nothing of discretion and justice, in constantly railing at him "like a bull at a red rag" from the moment of his arrival in Japanese waters. The *Gazette* even threatened Captain Hotham of the *Charybdis* with a court martial and other direful consequences for saluting Mr Hennessy with the regulation 17 guns on his landing at Yokohama. Presuming that the *Gazette* does regard Mr Hennessy as a humbug, and considers that Japanese hospitality is being wasted upon him, we cannot appreciate, and do not believe in, the puritanical and highly conscientious course affected by our contemporary in seizing every opportunity for abusing Mr Hennessy and the Japanese authorities who have afforded him a cordial and hospitable reception.—*Courier.*

A CORRESPONDENT of the *South Pacific Times* (files of which we have to hand full of details of the war) writes as follows from Trujillo:—

I have to communicate that by permission of the Peruvian Government, a body of 300 and more free Chinamen, paraded the principal streets, headed by a band of native musicians and carrying themselves the national Peruvian colors, shouting "Viva el Peru." In order to form for their part a battalion of Guardia Nacional. Besides there seems to reign much enthusiasm here; the Guardia Nacional is forming itself, and 200 young men "the cream of Trujillo" have presented themselves to form a battalion, to go and fight the Chilenos. Their commander-in-chief expects the marching order from the leaving Prefect Perrelleros who is going to telegraph it, when he arrives at Lima.

Police Intelligence.

(Before C. V. O'Connell, Esq.)
Wednesday, July 10th.

John Brown, seaman belonging to the American ship *Monte Rosa*, was charged with desertion.

The Court ordered defendant to be sent on board his ship.

H. L. Scott, engineer, was charged with assaulting Pan Aho, cook to defendant. Complainant stated that he had been in defendant's service for three months. He was taken ill, and hired a substitute, to which his master agreed. Yesterday he went to defendant to ask him for seven days' pay, but he did not do so. Defendant then showed him out, and when outside he struck him five or six times with his fist. [Complainant showed black eyes and a mark on the forehead.] Mr. Dennis appeared for the defence, and in reply to him, complainant stated that he went to defendant's house at noon. He saw Mrs. Scott leaving the house in a chair. He did not say a word to her. After seeing him, defendant told him to come at 4 p.m. Inside the door of the house

there are two steps. When he got to the upper step he did not strike defendant with the umbrella, but threw it up when he was pushed. He did not seize the defendant, but his umbrella caught and tore his jersey. May have struck him accidentally with the umbrella when he was being beaten.

After Mr Dennis had spoken for the defence, His Worship discharged the defendant.

POSTMASTER GENERAL LISTER'S ANNUAL REPORT FOR 1878.

GENERAL POST OFFICE,
Hongkong, 12th April, 1879.

SIR,—I have the honour to report on the British Postal Service in Hongkong, China, and Japan during 1878.

2. The chief feature of the year has been the gradual consolidation of the work of the Department on the lines of the International Regulations agreed upon under the Treaty of Bern. In 1877 the public reaped the benefit of that Treaty in the form of a general and very considerable reduction of postage, in the year under review the community of Hongkong has enjoyed it in the shape of extension of the hours for posting. Letters are now received on shore until half an hour before the packets, British or French, leave for Europe, and a letter for any part of the world can now be posted on board either packet up to almost the very last moment. Movable boxes have also been placed on the Shanghai and Yokohama packets of both lines.

3. Some Continental Post Offices are of opinion that the British system of late fees is indefensible, if not illegal. It may be doubted, however, whether those offices permit even ordinary posting up to hours anything like so late as it is the practice to allow in British Offices. Now, to take Hongkong as an example, if everybody were to be allowed to go on posting everything to the last moment possible, it might be practicable to keep the windows open for ordinary correspondence five minutes longer than they are kept open at present, and probably nine-tenths of the matter thrown upon the Department during that five minutes might just as well have been posted three days before. Whereas by the imposition of a late fee the merchant and the banker gain half an hour to finish and close their important despatches. The question is simply whether the public prefers five minutes of promiscuous liberty *gratis* to half an hour secured by the payment of a small charge. There cannot be much doubt which of the two would be chosen in Hongkong.

4. The considerable modifications of mail hours introduced during the year would have been easier to effect, and would be easier to maintain, but for a certain tenacity of old custom more worthy of the conservatism ascribed to Chinese than of the intelligent progress of the West. When the rates of postage by French packet were almost prohibitive, and advanced by a perplexing quarter-ounce unit, a resolution never to write by that packet was intelligible, but now that it is at once the cheaper and the quicker opportunity, the watchword, *I never write by French packet*, does seem a little out of place. A fair division of correspondence between the two packets would be a great boon to this Department, the officers of which have not enough to do on one mail day, and far too much on the other.

5. The issuing of a printed list of mails each morning has been adopted, and has been found convenient. It saves the laborious writing of some 5,000 notices annually, whilst these are replaced by more than 75,000 printed slips issued to the public. The only difficulty has been in getting notice of the day's departures early enough. Some persons seem unable to conceive that anything is done in this Office before 10 o'clock in the morning, and in one or two instances it has been necessary to hint at a prosecution, which, however, it is hoped may be avoided. There ought to be no difficulty in issuing the day's list at 8.30 a.m., which is perhaps, on the whole, the most convenient hour.

6. The money order system with the Settlements has been a decided success. Although it has been in operation but a short time, orders representing about \$100 a month have been issued on Singapore, and the return remittances show about the same average. These figures seem insignificant when compared with the millions handled by European officers, but as between our small communities they represent a considerable and increasing amount of public convenience. It takes a long time for any facility of this kind to get thoroughly understood and appreciated. People are only just beginning to find out that they can make local remittances by means of stamps, although the fact has been publicly notified these three years.

7. It should be a warning hardly ever to abandon a scheme on account of merely theoretical difficulties, that some years since a money order system with the Straits was suggested, but after much correspondence the project was relinquished simply from an apprehension of trouble with Chinese names. Such a difficulty has not even presented itself, but if it does it can very easily be met. The Chinese, as might have been expected, generally prefer to arrange their remittances in their own way. A few, however, make use of the Post Office.

8. Correspondence has been re-opened with the Australian Colonies with a view to the establishment of a money order system with them. Applications are not infrequently received for orders on Continental Countries, the United States, &c., and though it would certainly not be worth while to keep accounts with those countries for the sake of, perhaps, one order every three months exchanged with each, yet such applications are always refused with regret if there were a sort of international clearing house, say at Bern, and it was understood that each Post Office should keep accounts with that clearing-house, and with that only it would then be not only possible, but also easy for every Union country to exchange Money Orders with every other Union country.

9. A very favorable Convention has been concluded with Queensland, and now awaits the approval of the Home Government. On its coming into force the postage upon letters for all parts of Australia when forwarded via Torres Straits will be lowered by one half.

10. Attention has been paid to the working of the Straits Settlements Post Office Savings Bank, but as that institution has been in a transition state during the year with regard to some points of management, sufficient experience has not yet been gained to decide for or against such an experiment here.

11. It is almost impossible to predict

whether any given Postal arrangement will be extensively availed of or not. Sometimes facilities which might be expected to be welcome to everybody are received by the public with absolute indifference and neglect, whilst at other times some trifling concession, about which nobody was supposed to care, is hailed with enthusiasm. Observation will however generally detect the cause of these apparently anomalous results. The Pillar Boxes recently established in the town, form a case in point. After much trouble taken about them, they must be, with regret, pronounced to be failures. If, however, they are failures in Hongkong, it may be some consolation to know that Pillar Boxes have not (it is believed) succeeded anywhere in the East.

12. When there was only one Box in Bonham Strand, and that was cleared but once a day, the collections averaged about 60 letters a week, almost all on mail-day. With the removal of the box to the Harbour Department, and its clearance three times a day, the number of letters dwindled to less than half! The reason was that before the extension of mail hours (which took place about the same time) Chinese got half an hour longer at the Pillar Box free of late fee than they did at the Post Office. Directly this was altered the number of letters posted fell off, showing that they prefer to bring their correspondence to the general office.

13. In a period of more than three months only 782 articles of all kinds (mostly letters) have been posted at the two Pillar Boxes, or an average of only four letters a day each. This does not even pay the trifling wages of the Chinese postman who clears the boxes. The disturbing cause here probably is that so few persons keep stamps at home. Chinese, it need hardly be said, scarcely ever do so, and they like to see their letters weighed at the Post Office. In England, almost all but the poorest and most uneducated classes keep a few stamps in the house; amongst the non-mercantile European community here few seem to recognize that stamps can be bought at any other time than just when the mail is closing. Some allowance must be made for the risk of theft, which is considerable, but the chief reason for this is too probably the habit of putting off till tomorrow what might better be done to-day, which more or less infects the East. On mail mornings there really ought to be no body buying stamps at the Post Office but people from ships who could not get on shore before. This may sound Utopian, but its neglect may lead to crowding, loss of temper, delay, and disappointment. Some persons even carry matters further, and seem to expect that the Post Office will not only provide stamps, but also put them on. Very great trouble is experienced, nearly every mail day, from notes being addressed to individuals in the Department, containing money, and asking that stamps may be put on the letters enclosed, that the change may be returned in stamps of particular value, or with a memorandum of how much change, &c., &c. This opportunity is taken of saying that such requests are invariably refused, simply because it is impossible to comply with them. The drop boxes of the Post Office are receptacles for stamped correspondence, the stamps having been bought beforehand, and if sufficient are not affixed the responsibility is the sender's.

14. The Local Parcel Post, commenced during the year, has been successful, but only to a moderate extent. It is understood that the Agents and Commanders of Coast steamers are still troubled with numbers of small parcels, of which they had rather be rid, and here again use and wont struggle hard for existence. There is not the same reason for neglecting the Post Office in the transmission of Coast parcels as may be urged in the case of letters. The Post Office cannot compete with private firms at the Ports in quickness of delivery. But whilst an hour may be of the greatest importance in the delivery of a letter, it can seldom matter much in the delivery of a parcel, indeed, against the slight delay imposed by a Postal transit, may be set its absolute safety from loss.

15. Efforts have been made to improve and develop the local delivery of correspondence, and there is no reason to doubt that, as the facilities afforded become more generally known, they will be more generally availed of. To make the local delivery of this class perfect, however, it should be independent of any interruption from the arrivals of mails. This would necessitate at least four additional Postmen, for whom it would be impossible to find quarters without building, as the existing quarters are not only full, but are also crowded.

16. Attempts have been made to do a little more than has hitherto been done for the Chinese business community in Postal matters. Postage stamps are sold at the Stamp Agency in the native quarter, where letter scales also are kept, but it is found that Chinese prefer to weigh letters with the delicate *li-tang* used for silver. A list of the day's mails in Chinese is posted up at the Stamp Agency every morning, and a translation of the Table of Rates of postage has been circulated to the principal hong. There can be little doubt that these efforts are appreciated. It is believed that Rates of Postage have not been put into Chinese before the Table now in use is appended as a specimen.

17. Negotiations have been carried on during the year for the withdrawal of British Post Offices from Japan, and this Department is now holding itself in readiness to hand over the business at a short notice. No slight is intended to the gentlemen of H. M. Consular service who have lent their able assistance in carrying it on, in saying that it will be a great relief to relinquish Postal Administration in Japan. For one Country to carry on the Post Offices of another Country successfully demands three conditions:—that the Country administered shall not concern itself in any way in the matter; that it shall have no means of interference of its own; and that the administering Country shall have a practical monopoly of the service. Directly these conditions cease to obtain, complications and inconveniences begin to creep in, and can only be remedied by the institution of an efficient National Post Office.

18. These remarks apply to some extent to the efforts made during the past year by the Chinese Customs Service to establish something like a Chinese Post Office. It has been supposed that such proceedings would be viewed by this Department with great dislike and alarm. Such is not the case. A thoroughly efficient Chinese Post Office.

19. Through the kind cooperation of the Heads of two other departments this postman never handles the letters. The Pillars are cleared by trustworthy officers, and the correspondence placed in a locked box, which is not opened till it reaches the Office.

Office would be a boon to everybody who is concerned in the matter, and Hongkong should be the last place to put obstacles in its way. It may be necessary to open new Agencies of this Office in Tientsin and Chefoo, but if such Agencies are opened it will be simply to render an existing service as efficient as possible, and certainly not to rival or suppress anything that others may have done or attempted. Whilst perfectly willing to undertake Postal duty, if necessary, either in China or Japan, the Hongkong Post Office is not anxious to discharge any functions but those strictly its own.

19. The British Packets have been accelerated by two days on both the outward and homeward voyages. The day fixed for departure from Shanghai having been found inconvenient, however, the mail now leaves that port twenty-four hours earlier than was originally intended. One result of this accelerated service has been seriously to increase the expenses of this Colony in Marine Sorting. When that system was first established, the Marine Officers were sent down to Singapore free in the P. & O. packets all the year round. Then it became impossible to continue this arrangement in the S. W. Monsoon, and the officers had to be sent down by private ship or by the French mail. Now this course will have to be adopted all the year round. But for the cooperation of the various steamer companies, who kindly grant passages for the officers on reduced terms, the marine service would have become too expensive to be carried on, in fact the question whether it has not already become so is under the consideration of the Government.

20. No year elapses without a disaster; that of 1878 happened on October 10th. For years past it has been the custom to enclose the supplementary parcel for London made up on each British Packet in a mail for Singapore, and it appears that during all this time the inner package has never been marked *via Brindisi*, it having been left to the Singapore Office to see that it went on by that route. On October 10th the amount of correspondence posted on board for London was too large to admit of this treatment, and a clerk from one of the Banks, knowing that the heavy letters he had to post on board would be too large for the usual brown paper package, thoughtfully called at this Office on his way to the steamer for a bag. The mail was made up in this bag, and forwarded outside the Singapore mail. The despatching officer, who appears to have taken no further interest in his duties than to desire to have them over as quickly as possible, omitted to mark this bag *via Brindisi*, and it reached England via Southampton. The consequences were very serious, as it was an unusually heavy mail, consisting entirely of Bank or other important letters. Measures have been taken to have the supplementary mail closed on a better system altogether, and, as far as practicable, to render such carelessness impossible.

21. The department is no longer able to give detailed statistical information respecting the circulation of correspondence. One great aim of the Postal Union has been to get rid of accounts, and of the weighing or weighing of letters, &c. This alone it is which allows of the extended hours for posting mentioned in paragraph 1. Any Post Office, it is true, do still publish elaborate tables of statistics, but these are compiled from observations taken at stated periods, and can only be regarded as approximately correct. It may be doubted, moreover, whether these expensive tables are read by anybody but the proof correctors, or serve any useful purpose whatever. Such tabular information as this Office is able to give will be found appended.

22. The following table gives the average passages of the mail steamers during the year:—

	Average voyage allowed.	Average voyage taken.	Gain or loss as compared with 1877.
French Packets, Homebound, ...42½ days, ...37½ days, ...Gain 4½ days			
British Packets, Outward, ...40½ " ...38 " ...Loss 1½ "			
French Packets, Outward, ...41½ " ...40½ " ...Gain 1½ "			
British Packets, Homebound, ...40½ " ...40½ " ...Gain 1½ "			

Mails.

U. S. MAIL LINE.

PACIFIC MAIL STEAMSHIP COMPANY.

THROUGH TO NEW YORK, VIA OVERLAND RAILWAYS, AND TOUCHING AT YOKOHAMA, AND SAN FRANCISCO.

THE U. S. Mail Steamship *CHINA* will be despatched for San Francisco, via Yokohama, on THURSDAY, the 17th Instant, at 3 p.m., taking Passengers, and Freight, for Japan, the United States, and Europe.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States via Overland Railways, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America by the Company's and connecting Steamers.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers. On Through Passages to EUROPE, a REDUCTION OF TWENTY PER CENT from Regular Rates is granted to OFFICERS of the ARMY and NAVY, and MEMBERS of the CIVIL and CONSULAR SERVICES in COMMISSION.

Freight will be received on board until 4 p.m., the 16th Instant. Parcel Packages will be received at the office until 5 p.m. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Overland Cargo should be sent to the Company's Offices in Sealed Envelopes, addressed to the Collector of Customs at San Francisco. For further information as to Passage and Freight, apply to the Agency of the Company, No. 3, Praya Central.

RUSSELL & Co., Agents.

Hongkong, July 8, 1879.

NOTICE.

COMPAGNIE DES MESSEAGERIES MARITIMES.

PAQUEBOTS POSTE FRANCAIS.

STEAM FOR

SAIGON, SINGAPORE, BATAVIA, POINT DE GALLE,

ADEN, SUERZ, ISMAILIA, PORT SAID, NAPLES, AND MARSEILLES;

Also,

PONDICHERY, MADRAS, CALCUTTA AND ALL INDIAN PORTS.

ON TUESDAY, the 22nd of July, 1879, at Noon, the Company's S. S. *DIEMER*, Commandant DUBRE, with MAILS, PASSENGERS, SPECIE, and CARGO, will leave this Port for the above places.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe. Shipping Orders will be granted until Noon.

Cargo will be received on board until 4 p.m., Specie and Parcels until 3 p.m. on the 21st of July, 1879. (Parcels are not to be sent on board; they must be left at the Agency's Office.)

Contents and value of Packages are required. For further particulars, apply at the Company's Office.

G. DE CHAMPEAUX, Agent.

Hongkong, July 9, 1879.

Occidental & Oriental Steam-Ship Company.

TAKING THROUGH CARGO AND PASSENGERS FOR THE UNITED STATES AND EUROPE, IN CONNECTION WITH THE CENTRAL

and UNION PACIFIC AND CONNECTING RAILROAD COMPANIES

AND ATLANTIC STEAMERS.

THE S. S. *OCEANIC* will be despatched for San Francisco via Yokohama, on FRIDAY, August 1st, 1879, at 3 p.m., taking Cargo and Passengers for Japan, the United States, Mexico, Central and South America, and Europe. Connection is made at Yokohama, with Steamers from Shanghai.

Freight will be received on Board until 4 p.m. of the 31st July. PARCEL PACKAGES will be received at the Office until 5 p.m. same day; all Parcel Packages should be marked to address in full; value of same is required.

A REDUCTION is made on RETURN PASSAGE TICKETS. Consular Invoices to accompany Overland Cargo, should be sent to the Company's Offices addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage, apply to the Agency of the Company, No. 37, Queen's Road Central. H. M. BLANCHARD, Acting Agent.

Hongkong, July 8, 1879.

INSURANCES.

SWISS LLOYD TRANSPORT INSURANCE COMPANY OF WINTERTHUR.

INSURANCES granted on MARINE RISKS to all parts of the World. MEYER & Co., Agents.

Hongkong, June 3, 1879.

SCOTTISH IMPERIAL INSURANCE COMPANY.

FIRE AND LIFE. INSURANCES against FIRE granted at Current Rates. Considerable Reduction in Premium for LIFE Insurance in China.

MEYER & Co., Agents.

Hongkong, June 2, 1879.

INSURANCES.

ROYAL INSURANCE COMPANY.

THE Undersigned, Agents for the above Company, are prepared to grant Insurances at current rates.

MELOERS & Co.,

Agents, Royal Insurance Company, Hongkong, October 27, 1874.

QUEEN FIRE INSURANCE COMPANY.

THE Undersigned are prepared to grant Policies against Fire to the extent of \$45,000 on Buildings, or on Goods stored therein, at current local rates, subject to a Discount of 20% on the Premium.

NORTON & Co.,

Agents.

Hongkong, January 1, 1874.

THE LONDON ASSURANCE.

INCORPORATED BY ROYAL CHARTER

of His Majesty King George The First,

A. D. 1720.

THE Undersigned having been appointed Agents for the above Corporation are prepared to grant Insurances as follows:—

Marine Department.

Policies at current rates payable either here, in London or at the principal Ports of India, China and Australia.

Fire Department.

Policies issued for long or short periods at current rates. A discount of 20% allowed.

Life Department.

Policies issued for sums not exceeding \$5,000 at reduced rates.

HOLLIDAY, WISE & Co.

Hongkong, July 26, 1872.

NORTH BRITISH & MERCANTILE INSURANCE COMPANY.

Incorporated by Royal Charter and Special Acts of Parliament.

ESTABLISHED 1809.

CAPITAL £2,000,000.

THE Undersigned, AGENTS at Hongkong for the above Company, are prepared to grant Policies against FIRE, to the extent of \$10,000 on any Building, or on Merchandise in the same, at the usual Rates, subject to a discount of 20 per cent.

GILMAN & Co.,

Agents.

Hongkong, July 6, 1875.

CHINESE INSURANCE COMPANY, (LIMITED.)

NOTICE.

POLICIES granted at current rates on Marine Risks to all parts of the World. In accordance with the Company's Articles of Association, Two Thirds of the Profit, are distributed annually to Contributors whether Shareholders or not, in proportion to the net amount of Premium contributed by each, the remaining third being carried to Reserve Fund.

J. BRADLEY SMITH,

Secretary.

Hongkong, December 9, 1878.

LANCASHIRE INSURANCE COMPANY.

(FIRE AND LIFE)

CAPITAL—TWO MILLIONS STERLING.

THE Undersigned are prepared to grant Policies against the Risk of FIRE on Buildings or on Goods stored therein, on Goods on board Vessels and on Hulls of Vessels in Harbour, at the usual Terms and Conditions.

Proposals for Life Assurances will be received, and transmitted to the Directors for their decision.

If required, protection will be granted on first class Lives up to £1000 on a Single Life.

For Rates of Premiums, forms of proposals or any other information, apply to

ARNHOLD, KARBURG & Co.,

Agents, Hongkong & Canton.

Hongkong, January 4, 1867.

MANCHESTER FIRE ASSURANCE COMPANY OF MANCHESTER AND LONDON.

ESTABLISHED 1824.

Capital of the Company £1,000,000 Sterling of which is paid up £ 100,000 "

Reserve Fund upwards of £ 120,000 "

Annual Income £ 250,000 "

THE Undersigned have been appointed Agents for the above Company at Hongkong, Canton, Foochow, Shanghai, and Hankow, and are prepared to grant Insurances at current rates.

HOLLIDAY, WISE & Co.

Hongkong, October 15, 1865.

THE CHINA FIRE INSURANCE COMPANY, LIMITED.

HEAD OFFICE—HONGKONG.

AGENCIES at all the Treaty Ports of China and Japan, and at Singapore, Saigon and Penang.

Risks accepted, and Policies of Insurance granted at the rates of Premium current at the above mentioned Ports.

NO CHARGE FOR POLICY FEE.

JAS. B. COUGHRAN,

Secretary.

Hongkong, November 1, 1876.

To Let.

TO LET.

FIRST-CLASS GODOWNS AT WANCHAI.

For Particulars, apply to

SIEMSEN & Co.

Hongkong, July 8, 1879.

TO LET.

ON MARINE LOT No. 65, formerly known as the "Blue House," Praya East—A GROUND-FLOOR and A FIRST FLOOR, either separately or together; Also, TOP FLOOR of No. 3, FIRST-CLASS GRANITE GODOWNS.

Apply to MEYER & Co.

Hongkong, June 3, 1879.

TO LET.

(On Peddar's Wharf.)

OFFICES, fronting the Harbour, and GODOWNS; with possession from the 1st of July next.

Apply to

G. R. LAMMERT.

Hongkong, June 14, 1879.

TO LET.

HOUSES—No. 9, ZETLAND STREET, and No. 7, PEDDAR'S HILL.

DAVID SASSOON, SONS & Co.

Hongkong, April 29, 1879.

"ROSE VILLAS"—FURNISHED OR UNFURNISHED,

BONHAM ROAD,

WITH Large TENNIS LAWN.

Apply to

SHARP & DANBY,

No. 6, Queen's Road Central.

Late Messrs E. D. SASSOON & Co.

Hongkong, May 10, 1879.

TO LET.

MARINE HOUSE—WEST.

SECOND FLOOR and a GODOWN.

OFFICES in Queen's Road, now under the occupation of Messrs WILSON & BIRD, and Messrs DAVIS & Co.

Also,

OFFICES and GODOWN in DUNDRELL STREET.

Apply to

E. R. BELLIOS.

Hongkong, May 21, 1879.

Intimations

NEWS FOR HOME.

The Oriental China Mail.

(The oldest Overland Paper in China.)

PUBLISHED AT THE "CHINA MAIL" OFFICE

IN TIME FOR THE ENGLISH MAIL.

Containing from 72 to 84 columns of closely printed matter.

THIS Mail Summary is compiled from the Daily *China Mail*, is published twice a month on the morning of the English Mail's departure, and is a record of each fortnight's current history of events in China and Japan, contributed in original reports and collated from the journals published at the various ports in those countries.

It contains Shipping news from Shanghai, Hongkong, Canton, &c., and a complete Commercial Summary.

Subscription, 50 cents per Copy (postage paid 56 cents.) \$12 per annum (postage paid \$13.50.)

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Orders will be received by Messrs LANE, Crawford & Co.

Hongkong, July 31, 1879.

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(In English and Chinese.)

WASHERMAN'S BOOKS, for the use of Ladies' and Gentlemen, are now ready at this Office.—Price, \$1 each.

CHINA MAIL Office.

NOW READY.

A CHINESE DICTIONARY IN THE CANTONESE DIALECT. Parts I. and II., A to M, with Introduction. Royal 8vo., pp. 404.—By ERNEST JOHN ERIC, Ph.D., Tübingen.

Price: Five Dollars, or Two Dollars and a Half per Part.

To be had from Messrs LANE, Crawford & Co., Hongkong and Shanghai; and Messrs KEMP & WATKINS, Shanghai.

Hongkong, May 1, 1876.

Merchant Vessels in Hongkong Harbour.

Exclusive of late Arrivals and Departures reported to-day.

To facilitate finding the position of any vessel in the Harbour, the Anchorage is divided into eight Sections, commencing at Green Island. Vessels near the Hongkong shore are marked A., near the Kowloon shore K., and those in the body of the Shipping or midway between each shore are marked C., in conjunction with the figures denoting the sections.

- Section.
1. From Green Island to the Gas Works.
 2. From Gas Works to the Novelty Iron Works.
 3. From Novelty Iron Works to the Harbour Master's Office.
 4. From Harbour Master's Office to the P. and O. Co.'s Office.
 5. From P. and O. Co.'s Office to Peddar's Wharf.
 6. From Peddar's Wharf to the Naval Yard.
 7. From Naval Yard to the Pier.
 8. From Pier to East Point.

Vessel's Name.	Anchor- age.	Captain.	Flag and Rig.	Tons.	Date of Arrival.	Consignees or Agents.	Destination.	Remarks.
Steamers								
Bombay	2 h	Brit.	str.	749	Feb. 12	Kwok Acheong	Yhama & S. F. d'cao	To-morrow
China	5 h	Amer.	str.	3836	July 9	P. M. S. S. Co.	Holhow & Halphong	
Conquest	5 h	Brit.	str.	317	July 13	E-Shun		
Craiglands	2 h	Brit.	str.	709	July 16	Borneo Co., Limited		
Dale	2 h	Brit.	str.	680	July 13	Yuen Fat Hong	Bangkok	
Emmy	5 h	Span.	str.	222	July 11	Remedios & Co.	Manila	Ab'deen Dock
Fame	6 h	Brit.	str.	117	.....	H. K. & W pos Dock Co.		Tug Flying
Japan	5 h	Brit.	str.	1898	July 5	David Sassoon, Sons & Co.	S'pore, Calcutta, &c.	To-morrow
Kiangchow	2 h	Brit.	str.	356	May 27	Kwok Acheong		
Malacca	5 h	Brit.	str.	1040	July 12	P. & O. S. N. Co.	Yokohama	Mails
Namoa	5 h	Brit.	str.	862	July 13	Douglas Laprak & Co.	Coast Ports	18th inst.
Norden	5 h	Dan.	str.	778	July 8	Siemens & Co.	Saloon	18th inst.
Norma	2 h	Brit.	str.	608	May 31	Kwok Acheong		
Ocean	5 h	Brit.	str.	800	July 6	Geo. R. Stevens & Co.	Australian Ports	19th inst.
Scotland	5 h	Brit.	str.	1190	July 6	Russell & Co.		
Sea Gull	4 h	Amer.	str.	48	Mar. 24	China Traders' Insurance Co.		
Venice	5 h	Brit.	str.	1271	July 4	Jardine, Matheson & Co.	S'pore, Calcutta, &c.	To-morrow
Zephyr	4 h	Brit.	str.	.....	.....	Russell & Co.		
Sailing Vessels								
A. Newton	8 h	Brit.	bgo.	308	July 9	O. & O. S. S. Co.		
Allice O. Dickerman	7 h	Amer. Sm'so.	bgo.	501	July 11	Russell & Co.	Honolulu	
Ann Adamson	4 h	Brit.	bgo.	484	June 26	Kwong Him Woo		
Auguste	3 h	Dutch	sh.	1308	June 17	Edmund Schellhass & Co.	Nagasaki	
Bonhoeven	4 h	Ger.	bgo.	340	July 14	Melchers & Co.		
Bontia	7 h	Ger. Sm. so.	bgo.	341	July 11	Edmund Schellhass & Co.		
Candace	8 h	Brit. Sm. so.	bgo.	283	July 5	Ohlness		
Canton	1 h	Brit.	sh.	779	June 8	Ohlness		
Calla	7 h	Brit. Sm. so.	bgo.	328	July 5	Douglas Laprak & Co.	London	
Channel Queen	2 h	Brit.	bgo.	609	May 24	Edmund Schellhass & Co.		
Charity	8 h	Brit.	bgo.	432	July 9	Captain		
Chasaca	4 h	Amer.	bgo.	638	June 19	Russell & Co.	New York	
Clara Babuyan	2 h	Polon.	bgo.	558	June 8	Borneo Co., Limited	Newchwang	Cleared
Colwyn	4 h	Brit.	bgo.	1180	May 31	Vogel & Co.	San Francisco	
Courier	4 h	Foh.	bgo.	346	July 18	Captain		
Edward Barrow	7 h	Brit.	bgo.	558	June 28	Captain		
Eschelor	7 h	Amer.	bgo.	683	July 6	Adamson, Bell & Co.		Wanchai Pier
Fabius	2 h	Brit.	sh.	50	July 11	Ohlness		
Franka	4 h	Ger.	sch.	50	July 11	Siemens & Co.		
Fred. P. Kitchfield	7 h	Amer.	bgo.	1088	July 9	Douglas Laprak & Co.		
Friedrich	2 h	Brit. Sm. so.	bgo.	285	July 6	Wielor & Co.		
Gauntlet	4 h	Brit.	bgo.	688	May 17	Vogel & Co.	London	
Gesino Brons	3 h	Ger.	bgo.	402	July 11	Wielor & Co.		
Goliaf	2 h	Brit.	bgo.	542	June 8	Captain		
Helene	4 h	Ger.	bgo.	372	June 23	Vogel & Co.	Hamburg	
Hieronimus	3 h	Ger.	bgo.	425	July 12	Wielor & Co.	Ohseoo	
Highlander	4 h	Amer.	sh.	1362	June 19	Vogel & Co.		
Hopewell	7 h	Brit.	bgo.	578	July 10	Master		
Irene	4 h	Amer.	sch.	481	May 16	Russell & Co.	New York	Cleared
Johann Friedrich	8 h	Ger.	bg.	242	July 9	Wielor & Co.		
John O. Munro	1 h	Brit.	bgo.	612	June 23	Adamson, Bell & Co.		
Kim Yong Tye	3 h	Slam.	bgo.	329	July 11	Ohlness		
Lucky	2 h	Slam.	bgo.	424	June 9	Ohlness		
Margrethe	3 h	Ger.	bgo.	387	July 5	Wielor & Co.	Newchwang	
Marquis of Argyll	8 h	Brit.	bgo.	500	June 11	Rozario & Co.		
Miriam	4 h	Amer.	bgo.	598	June 5	Adamson, Bell & Co.	Higo	
Monte Rosa	7 h	Amer.	sh.	1313	June 15	Vogel & Co.	New York	
Monihara	3 h	Ger.	sch.	78	July 5	Siemens & Co.		K'oon Dock
Moses B. Tower	4 h	Amer. Sm. so.	bgo.	687	June 14	Rozario & Co.	Higo	
N. N.	2 h	Dut. Sm. so.	bgo.	176	June 17	Edmund Schellhass & Co.	Tientsin	
Norseman	2 h	Slam.	sh.	717	June 8	Ohlness		
Paralos	7 h	Foh.	bgo.	842	July 18	Carlowitz & Co.		
Prince Arthur	4 h	Brit.	bgo.	296	June 8	Edmund Schellhass & Co.	Sourabaya & Batavia	
R. M. Hayward	4 h	Amer. Sm. so.	bgo.	605	June 28	Meyer & Co.		
Rapid	1 h	Slam.	bgo.	429	June 8	Ohlness		
Rifleman	3 h	Brit.	bgo.	740	June 19	Order		
Slamese Crown	1 h	Slam.	sh.	539	June 22	Ohlness		
South American	4 h	Amer.	sh.	1782	June 8	Russell & Co.	San Francisco	
Sumatra	3 h	Amer.	sh.	1090	Sept. 8	Russell & Co.		
Tai Lee	3 h	Ger.	bgo.	256	July 6	Edmund Schellhass & Co.		
Taiwan	4 h	Jer.	bgo.	378	July 15	Arnhold, Karberg & Co.		
Thron Kramon	1 h	Slam.	bgo.	474	June 28	Siemens & Co.	Hollo	
Val of Doon	1 h	Brit.	bgo.	689	June 19	Arnhold, Karberg & Co.	Bangkok	
Vigilant	4 h	Amer.	sh.	1800	June 11	Russell & Co.		
Wandering Minstrel	8 h	Brit.	bgo.	361	July 11	Ohang Woo		
William Phillips	4 h	Amer. bkline.	bgo.	592	July 5	Edmund Schellhass & Co.		
WHAMPOA								
Charité	.....	Gantier	Foh. bgo.	256	July 6	Carlowitz & Co.		
H. Upmann	.....	Weber	Ger. bgo.	426	July 9	Edmund Schellhass & Co.		
Iphigenia	.....	Green	Ger. bgo.	.....	June 30	Captain	Honolulu	
Johann Smidt	.....	Bosche	Ger. bgo.	433	July 14	Melchers & Co.		
Lota	.....	Duffield	Brit. bgo.	472	July 12	Captain		
Ta Lee	.....	Hoffmann	Ger. bgo.	350	July 7	Siemens & Co.		
CANTON								
Chinkiang	.....	Orr	Brit. str.	709	July 14	Siemens & Co.	Shanghai	